

Settlements of accounts will be required monthly, or the supply of papers will be discontinued. The daily and weekly rates will be furnished at the lowest cash rates, and no exception will be made in future to the rule.

The People's Committee appointed at the late Confederation Meeting have submitted a report of their doings and the result, so far as known, of their negotiations with the Canadian Government. That the rights of the people and the dignity of the Colony have been maintained by the Committee in every step they have taken, all must admit; and that the Canadian Government is disposed to accept us pretty much on our own terms, is plainly evident by the tone of the telegram from the Minister of Customs of the Dominion. The terms proposed by the Committee are these: The Dominion to assume the Colonial debt and pay a subsidy sufficient for the support of the local Government, granting in addition the powers of taxation reserved to Provincial Governments in the British North America Act; to grant us representation in the Senate and Commons of Canada and a responsible local Government, and to constitute a Commission to inquire into the affairs of the Colony prior to the year 1880, on the Fraser River, within two years after our admission. Such, briefly, are the conditions under which it is proposed to unite the Colony to the British North American Confederation—conditions which embody the views of the speakers at the meeting and which are in the highest degree favorable to the Colony. This even the opponents of the scheme—few of whom, we believe, are really sincere in their opposition—are constrained to acknowledge. We cannot, indeed, see how there can be even an excuse for opposition offered on the part of this Colony to its admission upon terms so favorable. The committee have, in addition, acted with considerable frankness and promptitude in laying a report of their proceedings before the people as soon as they had assumed an appearance of tangibility—and the telegram shows how desirous the Dominion Government are to admit us to all the rights and privileges of members of the Confederation. Communication has been opened from Ottawa with the Imperial Government, and our Legislature is urged to pass an address to her Majesty requesting the consummation of Union. It remains, therefore, with the Council now in session at New Westminster to take the necessary step and the last "obstacle" in the way of our prosperity will be swept away. A favorable answer to the address by Her Majesty's Government is assured. It is pledged, in the Act creating the Dominion, to grant a request of the British Columbia Legislature asking for the Union; it cannot, if it would, withhold its consent to our admission without breaking faith with the Dominion Government, and history and precedent are alike opposed to a breach of good faith on the part of the British Government. In the present stage of the negotiations all eyes are turned towards the Council, who would be wise to avail themselves of the present opportunity when the terms virtually accepted by the Dominion Government are so favorable to us. If the matter be delayed by the neglect or apathy of the members of the Legislative Council, years may elapse ere so excellent an opportunity will again occur. A refusal to accept now may result in unconditional Union being forced upon us by the Home Government. This being practically a Crown colony, such action is perfectly competent on the part of the Imperial authorities. We call, therefore, on official as well as popular members to unite in ratifying the resolution of last session by the passage of the required address prior to adjourning.

The Boston Traveller, in a recent article, has the following on the protection policy of the United States:—"Shipowners and shipbuilders, the country over, are becoming alarmed at the rapid decline of their business. While nearly every other interest has been clamorous for protection, they have been comparatively passive, and the consequence is that Congress has remembered them only to pile the taxes upon them without mercy. Before the war our builders could afford to build vessels for all nations and show a good return for their labor; but now all this is changed. Although we have exhaustless stores of timber and iron, good hemp and superior cotton canvas, yet the taxes upon the bare manufacture of these are so heavy that our shipbuilders cannot compete with those of other nations. The high duties on foreign iron, hemp, canvas, copper, &c., levied for home protection have been the means of raising instead of lowering the prices of domestic articles. In Canada and New Brunswick, where there are no taxes of importance, ships can be built for less than \$50 a ton. U. S. currency, to rate A 1 7 years at

French Lloyd's; while vessels to obtain the same classification here would cost at least \$85 a ton. Capt. Longlin M'Kay, who is now a ship-builder in Quebec, wrote to a friend in this city a few months since that he then had a ship of 1,000 tons nearly ready for sea, with a single suit of sails, rated A 1 for 7 years, which he would sell for \$35 per ton in gold; and we have no doubt that he would contract to-morrow to build a dozen vessels of the same rate and size inside of \$40 per ton in gold. It may be said that our ships are of better material than colonial-built vessels; but grant it, the superiority is not recognised in the markets of the world. A spruce-built vessel, therefore, if she rated A 1, will obtain a freight or charter as readily as an American ship, even if her frame should be of live oak and her planking and ceiling of the best New Hampshire pasture oak. She may be also cross-braced with iron; though treenailed with locust, but and bilge bolted with copper, and fitted out complete in every detail, yet, notwithstanding all this, she will have no preference over her spruce-built competitor, either for freight or for the rates of insurance."

The New Route to the Pacific.

(From the Liverpool Courier, Jan. 9.)

Will the railway now in course of construction from New York to San Francisco, carrying trade with the East? The New Yorkers, of course, answer this question very much in the affirmative; but it by no means follows that their high-strung expectations will be fulfilled to the letter. A very considerable discount must be taken off all American eloquence when the interests of the Union are in question, and this discount must be immensely increased when Union interests are in direct antagonism with those of Great Britain. Leaving this "high falutin" sentiment out of the question, it is worth while asking ourselves seriously if the completion of the new line from the Atlantic to the Pacific, supposing it to be completed, is not likely to prove a source of enormous embarrassment to the Home Government, or, at any rate, to the Colonial Office. The Pacific Railway may not, in the future, have all the effect it is expected by the New Yorkers to have upon our trade with China and Japan, for commercial currents are almost as difficult to divert from their course as would be the Gulf Stream; and besides, there are material advantages in connection with a transit by sea to which overland carriage can lay no claim.

The two extremities of our territory are as completely isolated as if they were at opposite ends of the earth. British Columbia and Vancouver Island are as thoroughly cut off from Montreal as if they were in another hemisphere; as far as all practical communication is concerned. When we add that Vancouver Island and British Columbia are very far indeed from being strong military positions, that the only military force immediately available consists of two volunteer regiments, one in New Westminster and one in Victoria, we need say nothing about the probable result of an attack on this ludicrously weak point, or the certainty of a consequent disintegration of our Canadian Dominions. There is certainly a naval force which is officially described as the "Pacific fleet," a designation the magnitude of which is scarcely in keeping with the limited number of vessels on the station, and their weak equipment. We may, however, fairly doubt whether men of war would be of very much use in preserving our supremacy over a vast continent. The real danger to be apprehended is one from which no fleet, however extensive, can guard us: it is that the American forces may be driven like a wedge into the centre of our Canadian territory and hammered at until our power falls assunder like a house of cards. The danger may seem visionary to politicians of the "happy-go-lucky" order, but it is none the less true that every mile added to the railway between New York and San Francisco increases perceptibly the imminence of the danger. From this point of view, it is a matter of comparatively trifling consequence whether our Transatlantic consins may or may not be right in the anticipations they build upon the completion of the new route to the East; but it is a matter of vital consequence to us that we should not obstinately close our eyes to the ultimate possibilities of their enterprise. One thing is as certain as human affirmations can make it, and that is that the scheme in question derives all its attraction, to the American mind, from the fact that it threatens to affect seriously one source of British wealth; it is hoped, in fact, that the seriousness of the effect will come near, if it does not attain, positive destruction. Obviously, then, it is no friendly feeling to us which is at the bottom of this movement; and when so much is openly confessed, we may justifiably suspect the existence of still stronger motives in the background. The annexation of Canada is one of the pet projects of American politicians; and when we see how readily the idea is taken up by their constituents, we may reasonably suppose that a war undertaken for such a purpose would be far from unpopular. Whether, therefore, we attach any importance or not, in a commercial sense, to the establishment of a railway communication between the Atlantic and the Pacific on the American side, we must be aware of allowing this carelessness to extend to other and weightier considerations. We must preserve our Canadian Dominion whether we use it as a highway to the East or not. Its value to us is quite independent of China or Japan, and would be just as great if China and Japan did not exist. What would England be without her colonies? What have Spain and Holland become since they lost theirs? Colonies are the entrepôts of our manufactures, the advanced posts of our civilization, the future home of millions of our descendants, the surest guar-

antee for our continued supremacy in both hemispheres.

But it may be said, granting the extreme desirability of having the two extremities of Canadian territory brought into regular communication, how is that object to be effected—who is to make a railway across the continent, as the Americans are doing, the Home or the Colonial Government? To this we may answer, that though there is no present probability of a railway being constructed by either the British or the Canadian Parliament, there is, nevertheless, another and a much easier way out of the difficulty; a way so much easier, in fact, that there is some danger lest its extreme facility should lead to its being altogether neglected. Nature herself has laid out a route which man has very little to do but follow. The main features of this route may be very briefly described as combining the two immense advantages of (1) utilizing a magnificent waterway, and (2) opening up a new and most attractive field for agricultural emigration. Four-fifths of the whole distance to be traversed—as far, indeed, as the foot of the Rocky Mountains—is by water; and the remaining fifth, consisting of connecting links of road, will be undertaken for the greater part by the Canadian Government. For about one-third of the whole length this waterway would pass through the Saskatchewan territory, which is generally called the Fertile Belt, from the extreme richness and fertility of its soil. It is this district, containing from 60,000 to 100,000 square miles, that offers so tempting a field for future emigration, and which only waits to be opened up by the establishment of direct communication with the seaboard. We have this direct communication already opened by nature; and the only question now is whether we care to make use of it. It might seem that the answer to such a question could not be in anything but an affirmative sense. When the means of combating American rivalry in so effective a manner, and at the same time of strengthening our hold on the continent, are forced into our hands by nature, leaving us nothing to do but use them, it certainly appears difficult to understand where any serious obstacle can arise. Even the Colonial Office, we should think, will be eager to grasp such advantages, combined as they are with the additional advantage of creating a new field for emigration of the most promising description.

We do not yet know whether there will be any serious reluctance displayed by the authorities on this side to encourage the scheme—if we may call it a scheme, seeing that the largest share of work is already done, and waiting to be utilized. It is possible, of course, that inert officialism may succeed in ridding out the enthusiasm of the principal projector, Mr. ALFRED WADDINGTON, who has come from Victoria with the intention of urging the advantages of the new route upon the Home Government. It is possible, too, that officialism may find a good excuse for deferring all consideration of the subject, in the fact that Mr. Waddington proposes to ask for liberal grants of land in the Saskatchewan district, in order that by the encouragement of immigration the new line may be started with every possible advantage. It is to be hoped that Mr. Waddington's perseverance may prove of too enduring a nature to be tired out by the delays of red tape. There is some ground for anticipating the realization of this hope; for putting aside the high reputation enjoyed by Mr. Waddington among the citizens of Victoria—where he has filled every public position in which patriotic energy can be most favourably displayed—we say, putting this aside, there is an intrinsic strength about the case into which he has now thrown himself that cannot fail to act as its own best recommendation. We may therefore confidently echo the hope expressed by her Majesty when she opened Parliament in 1868 that her dominions in North America might "be ultimately peopled in an unbroken orbit from the Atlantic to the Pacific by a loyal and an industrious population."

HOLLOWAY'S OINTMENT AND PILLS.—The joys of Home—How often does it happen that happiness is driven from our hearts by illness?—sickness and sorrow are constant companions; though in most cases their tenure is short when Holloway's remedies are used to dispense them. These medicaments can be confidently and heartily recommended to all invalids as the most easy, safe, and certain means of preserving all that is good, and casting out all that is corrupt, externally and internally. They are universally applicable by both sexes in every disease. Holloway's medicaments do not deteriorate by being kept, now are their properties changed by climate; they can be purchased everywhere, and the price at which they are sold is moderate.

THE QUEEN OF PERFUMES! MURRAY & LANMAN'S FLORIDA WATER invigorates and strengthens the weak and debilitated; soothes the nervous and excitable, and induces healthy slumber to the weary and listless. As there are counterfeits, buyers must be sure to get the genuine perfume, prepared only by LANMAN & KEMP, New York, sole proprietors.

Truth Must Prevail! Bristol's Sarsaparilla and Pills are a sure cure for vitiated or impoverished blood, are certain to purge out and carry off all bad humors; are the best of all medicines for the stomach, liver, and kidneys. Try them! Try them!

The best Remedy for Purifying the Blood, strengthening the Nerves, restoring the Lost Appetite, and curing all the various diseases arising from impure blood. It is the best preventive against almost all sicknesses, used timely. Composed of the only safe and reliable ingredients. Full directions in English, French, Spanish, and German, with every package. Try it. For sale at the wholesale and retail drug stores and grocers. EMIL FRESSE, Wholesale Druggist, Sole Agent, 410 Clay St., San Francisco.

New Advertisements.

MEER-SCHAU PIPE LOST. LOST, ON THURSDAY NIGHT, 28TH INST., A LARGE SMOKE-PIPED MEER-SCHAU PIPE, with the owner's name (S. E. HEDDER) engraved thereon. Any person leaving it at the Oriental Saloon, Yates Street, or at this office, will receive \$5 reward. m28 3p

CAUTION. ALL PERSONS ARE HEREBY CAUTIONED—scent herbivore or trusting my wife MARY COOK (formerly Mrs. Montgomery), as I will pay no dollar of her contracting. GEORGE COOK, Victoria, V.I., March 27, 1878. m28 2c

NOTICE. MR DANIEL CLEAL AUTHORIZES me to state that all persons having any just claims on him, or attending at my office, at 21 N. W. 11TH ST. (Monday), and forwarding particulars, will be paid forthwith. ROBERT H. SHOP, Baiton Street, m28 1c

CIRCUS. BARTHOLOMEW'S Great Western Circus Corner of Government and Johnson Streets, NEXT LONDON HOTEL, SECOND PERFORMANCE, Saturday Evening, Mar 28th. ENTIRE CHANGE OF PROGRAMME! The proprietor begs to announce that he has engaged COMFORTABLE accommodation in the Dress Circle and Boxes, and that all persons are invited to attend the performance of his patronage. M. W. ANDERSON, Agent. Dated 28th March, 1878. m28 1c

New Advertisements.

Fountain Place, Corner of Yates and Douglas Streets. D. EDWARD'S, IMPORTER AND DEALER IN NEW & SECOND-HAND FURNITURE, CROCKERY, CHINA, GLASSWARE, BEDDING, CARPETS, BLANKETS, Lamps, Hardware, Tools, Electro-Plated Ware, TABLE CUTLERY, WOOD AND WILLOW WARE, Children's Carriages, &c. &c. &c. Also, a large quantity of Nairn & Co's OIL CLOTH, Paper Hangings, 12 1/2 Cents per Roll and upwards, in quantities to suit. m28 2m

NOTICE. JOHN MURRAY. FOSTER—Bydick—bottled, in qts and pts. F. Friend & Co., bottled in qts and pts. m28 2m

IN REFERENCE TO THE above, the undersigned wishes to say that he will continue the business as above, and will constantly on hand a full supply of the BEST QUALITY OF ISLAND FED MEATS, which he will sell at the lowest market rates, and trusts by strict attention to the wants of his customers to merit and receive a share of public patronage. JOSEPH BLACKBURN, m28 2m

TO BE RAFFLED, AT THE GROTTO, ON MONDAY NIGHT, THE 30TH INST., on Island Managony fabric. Raffle to take place at 8 o'clock. m28 2m

SAFE FOR SALE. LARGE IRON SAFE, TILLOT & Co. Patent locks. m27 1w2p J. A. MOORE, Wharf street.

5 Minutes Past 12, LUNCH. —AT THE— BEE HIVE, FORT-ST. m27 1m

An Extraordinary Feat.

MRS. WREN OF VICTORIA HAS made a wager with Mr. W. MARKS for the sum of \$100 that he can produce a man that will JUMP 100 HURDLES 3 feet 6 inches high, 2 yards apart, in 30 minutes; that any hurdle knocked down will have to be re-jumped and not counted in the number. The feat will be done at the ALHAMBRA HALL, ON MONDAY EVENING, MARCH 30. Doors open at 7.30; performance to commence at 8 o'clock. m27 3p

BARNARD'S EXPRESS.

The First Regular Stage LEAVES YALE FOR BARKERVILLE ON MONDAY, APRIL 8th. Tickets procurable at the Victoria Office. COOTE M. CHAMBERS, Agent. m27

IMPORTANT TO DEALERS AND CONSUMERS OF THE SAINSEVAIN WINE BITTERS. In ordering WINE BITTERS, be sure you are for the SAINSEVAIN WINE BITTERS, manufactured by MERCADO & SULLIVAN, SAN FRANCISCO, for inferior kinds are often substituted. Observe the YELLOW LABEL and see that the name of MERCADO & SULLIVAN is on the WRAPPER, LABEL and STAMP. This most DELICIOUS WINE can be had from the principal Wine Merchants and Liquor Dealers throughout the State. m28 3m2p

Musical Instruments AND Fancy Goods. Ex "BYZANTIUM." LADIES' MOROCCO BAGS, FURNISHED TOURIST'S CASES, WRITING DESKS, Stereoscopes & Stereoscopic Views, PORTMONNAIES & WALLETES, Concertinas, Guitars, Flutes, Pipes, Cornets, French Accordions and Flutinas, VIOLINS, IN VARIETY. With their component parts detached. Page, Tail Piece, Strings and Bow, And a rain to make the Fiddle go, And the long piece down the middle, To put the fingers on and fiddle. m28 1m2p T. N. HIBSEN & Co.

LIVERPOOL SALT. FINE, COARSE AND ROCK. For Sale by J. A. MOORE, Wharf street. m28 1m2p

New Advertisements.

Sproat & Co. OFFER FOR SALE THE UNDERMENTIONED GOODS EX "MARMORA" And other arrivals from London. LIQUORS, &c. ALE—Bass'—Pale, bottled, in qts Allsopp's—Pale, bottled, in qts and pts Wm. McEwan's—Pale, Edinburgh, qts and pts. FOSTER—Bydick—bottled, in qts and pts F. Friend & Co., bottled in qts and pts. BRANDY—Hennessy—cask & case Martell " Jules Robin & Co. in cask and case Tribot Filis & Co. very old, in case Champagne Cognac very old, in case. GIN—Swain, Boord & Co's Old Tom. RUM—Jamaica, in puncheons and hogsheds. WHISKEY—Cambridge, in cask. CHAMPAGNE—Veuve Cliquot White Grand Mousseux, 1st quality, in qts and pts Bouzy Cabinet, in qts & pts Creme de Bouzy, in qts Giesler, in qts. CLARET—Margaux, La Rose, Linelle, in 1 doz cases. SHERRY—Ronaldson's, Hooper's, Nicholas & Sons, in cask and case. PORT—Ronaldson's, Hooper's, Nicholas & Sons, in cask and case. m28 2m

GROCERIES & OIL.

MAN'S STORES. Currants in kegs Candles—Hale's—in 25 boxes Stearine— Soap—London and Golden Chicory Powder—Taylor Bros Homico Cocoa Chocolate Arrowroot Mustard Spices—Cloves, Cassia, Liquorice, Pimento, White Pepper Jams and Jellies in 1 lb jars Fruits, bottled, assorted Pickles—Batty's assorted, and White Onions Sauces—Worcester, in half pts "THE" SAUCE, in half pts Vinegar, No. 24, in qts casks " Amber. m28 2m

SUNDRIES.

Boots and Shoes Boiler Plates Belting, double Mill, 12, 6 and 4 inch Burls, 40 inch Bagging, 42 inch Canvas Corks Colors, in 28 lb. kegs Floor Cloth Linseed Oil, best boiled, in casks and drums Muskets Saws, Gang Twine, Seaming and Roping. m28 2m

DRY GOODS.

A Good Assortment. EX "CALIFORNIA," China Matting, 5-4. m28 2m

New Advertisements.

S.T-1860-X. A great French physician says: "More than half of the disease in the world comes from neglect to fortify the system against changes of climate, weather and food. The great secret of health is to keep the condition of the Stomach and Blood regular and uniform, so that changes from Heat to Cold, from Dry to Damp, etc., cannot upset the machinery of the body and breed disease." So, it is a fact, positive and well-known, that there is no such bulwark and assistant for the Stomach as PLANTATION BITTERS.

This splendid Tonic is now used by all classes of people for every symptom of a "Stomach out of order." The secret of it is this: Plantation Bitters are certain to cure the juices of the stomach, set all its machinery at work and enable it to resist and throw off the approaching danger. The tendency of the operations of Nature is always towards a cure; all she needs is a little assistance at the proper time. It is much more reasonable and sensible to let her help herself with a gentle, yet powerful Tonic, than to neglect and weaken and defeat her salutary processes with poisonous drugs and fly mixtures, which only stupefy and plant the seeds of disease and death. Important Certificates: "I owe much to you, for I verily believe the Plantation Bitters have saved my life." HAY, W. H. WAGGONER, Madrid, N.Y. "I have been a great sufferer from Dyspepsia, and had to abandon preaching." The Plantation Bitters have cured me. J. S. CANNON, Rochester, N.Y. "I have been a great sufferer from Dyspepsia, and had to abandon preaching." The Plantation Bitters have cured me. J. S. CANNON, Rochester, N.Y. "I have been a great sufferer from Dyspepsia, and had to abandon preaching." The Plantation Bitters have cured me. J. S. CANNON, Rochester, N.Y. "I have been a great sufferer from Dyspepsia, and had to abandon preaching." The Plantation Bitters have cured me. J. S. CANNON, Rochester, N.Y.

REDDINGTON & Co., 416 and 418 Front street, San Francisco Agents for California and Nevada. P. H. DRAKE & Co., New York, Sole Proprietors. FLEAS. Iron's MAGNETIC INSECT POWDER is sure and certain death to every kind of insect species—Fleas, Roaches, Mosquitoes, Ants, Bugs. IT KILLS INSTANTLY. What is peculiarly surprising in regard to this article is, that no withstanding its instant death to insects, it is perfectly harmless to mankind and domestic animals. It can be inhaled or eaten with impunity. It bears the testimony of eminent disinterested chemists that it is FREE FROM POISON. No article has ever given such positive satisfaction in its use. Its reputation is well known. It is easily and readily used—directions accompany each flask. Beware of counterfeits. The genuine has the signature of E. LYON, and the private stamp of JAMES BARNES & Co. Anything else of this kind is an imitation or counterfeit. Any druggist will prepare the genuine if you insist you will have no other. Sold by all Druggists and dealers on the Pacific coast.

MEXICAN MUSTANG LINIMENT.

It is an admitted fact that the Mexican Mustang Liniment performs more cures in short time, on man and beast, than any article ever discovered. No compound has ever been invented so efficacious and useful in curing RHEUMATISM, STIFF AND WEAK JOINTS, BRUISES, BURNS, LAMENESS, FRESH CUTS OR WOUNDS, OR any other complaints requiring an external application. For HORSES It is an indispensable and valuable remedy in all cases of Scurf, Splint, Ring-Bone, Wind Galls, Bruises, Strains, &c. It should be kept in every house, camp and stable, and its use will occur in every emergency. All genuine is wrapped in steel-plate engravings bearing the signature of G. W. WESTERHOLM, Chemist, and the private stamp of JAMES BARNES & Co. over the top. An agent has been made to counterfeit it with a cheap saponaceous label. Look closely! Sold by all Druggists and Dealers in every town and mining camp on the Pacific coast. m28 1w2p

Municipal Notice.

Excerpt from Municipal By-Law 1868.

3. There shall be levied on all persons carrying on any trade or business by Wholesale an Annual Rate of \$20.

4. There shall be levied on all persons carrying on any other trade, business or calling an Annual Rate of \$7.

17. The moneys to be collected in respect of the Rates or Taxes levied under Sections 3 and 4 of this By-Law shall be deemed to be due on the first day of March, and shall be payable half-yearly in advance on the first Monday in March and on the first Monday in September in every year, and in the event of any such payment being in arrear for the space of thirty days after it shall be due the person or persons failing to pay shall be liable to a Penalty not exceeding Fifty Dollars.

22. Every person keeping a Horse or Horses within the city limits for private use who shall fail to pay to the Clerk of the Municipal Council yearly in advance as aforesaid the sum of Two Dollars and Fifty Cents for each and every Horse kept by him, shall be liable to a penalty not exceeding the sum of \$25 for each and every Horse so kept by him.

23. The owner of any Dog allowed to run at large failing to pay to the Clerk of the Municipal Council yearly in advance as aforesaid the sum of Two Dollars for each and every Dog so owned by him, or permitting such Dog to run at large without the collar and tag or mark, shall be liable to a penalty not exceeding Ten Dollars.

By order, W. H. LEECH, Town Clerk. m28 1m2p

Insurance.

The British and Foreign

MARINE

INSURANCE COMPANY

LIMITED.

Capital, One Million Pounds Sterling

DIRECTORS IN LIVERPOOL AND LONDON:
THOMAS CHILTON, Chairman,
A. Bernard & H. T. Wilson, Joint-Managers.

Francis C. Braun, Andrew Malcolmson,
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P. H. G. Heath, James Macneil,
Thomas Harrison, James Seacraig,
Thomas Kewall, Samuel Lott,
Edward Lawrence, John Macquhousen,
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LIVERPOOL:
Manager and Underwriter, - Robert N. Dale
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OFFICES, MANCHESTER BUILDINGS,
LONDON OFFICE, 25 CORNHILL.

Marine Insurances effected, on all parts of the World.

SEAFLEY, WINTER & P. FR.
OFFICES, MANCHESTER BUILDINGS,
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Marine Insurances effected to all parts of the World.
 When required losses may be made payable at **SAN**
FRANCISCO, HONG KONG, SHANGHAI, MELBOURNE, SYDNEY, &c.
 &c.

JANION, RHODES & CO.
 Agents

JUNE 23m

Northern Assurance Co
 FOR
FIRE AND LIFE ASSURANCE.
 ESTABLISHED 1836
 INCORPORATED BY ACT OF PARLIAMENT.
CAPITAL, \$10,000,000,
 Fully subscribed by upwards of 700 Shareholders, whose
 personal liability is unlimited.
VESTED FUNDS, \$3,000,000

FIRE DEPARTMENT.

This Company grant Insurances against Fire on every description of property.

LIFE DEPARTMENT

This Institution accepts proposals at the rates of premium applicable to Europe, which on examination will be found more advantageous than those charged by other Offices having Agencies here. It unites all the advantages of a Mutual Association with the security of a Proprietary Company. The Participation Branch is conducted by the Proprietors of the Company for a charge of 10 per cent. on the premiums, without any other deduction whatever. Thus it assured every the profit without the liability of the Mutual system.

The participation in profits has been most liberal. Should claims arise before the next investigation, prospective bonus of nearly 1½ per cent. is allotted

JANION, RHODES & CO.
AGENTS.

Ja18 -3m

Phœnix Fire Assurance
COMPANY
LOMBARD STREET and CHANCERY CROSS
LONDON.
Established 1783.

GODFREY & CO. PRINTERS

For Insuring every kind of Property in all parts of the World from

LOSS OR DAMAGE BY FIRE.

THE PROMPTITUDE AND LIBERALITY WITH WHICH
all demands are always met by the Company are
well known, and the importance of its relations with the
public may be estimated from the fact that since its es-
tablishment, it has paid more than Eight Millions Sterling
to discharge of claims for Losses by Fire.

The security offered to the public by the Phoenix Office
is unlimited, comprising in addition to the large invested
capital of the Company the whole fortunes of numerous
proprietors, composed of some of the most opulent
merchants and others in the United Kingdom, Annual
and short time Insurances are effected upon all kinds
of property in Vancouver Island and British Columbia
on the most favorable terms.

Rates and Particulars of Insurance may be had on ap-
plication to

ROBERT HAVEN,
Acting Agent,
Government street

mal5 2w

A CARD.

BUILDERS'

Insurance Company.

**POLICIES ISSUED ON ALL CLASSES OF
FIRE AND MARINE RISKS.**

TERMS OF BUSINESS:

First—Low Charges.
Second—Prompt Payment of Losses.

FOURTH--All disputes which may arise are to be settled by arbitration.

President THOMAS MOONEY
R. H. ADAMS,
for 3m Agent, Victoria

INSURANCE AGENCY.

MARINE—Pacific Insurance Company, San Francisco.
FIRE—Imperial Insurance Company, London.
LIFE—City of Glasgow Assurance Company, Glasgow.
For Rates of Premium, apply to

Wharf street, Victoria, B. C., 1867. Agent.
au6 d & w

Marine Insurance.

of San Francisco.

INDIVIDUAL LIABILITY, CAPITAL

For insuring Merchandise, Treasure, Commissions, Profits
&c. For information, rates of Premium &c.,
Apply to **LOWE BROTHERS,**
Agents, Wharf Street

FRAUD

On the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the

of Messrs CROSSE & BLACKWELL, London, and was
sentenced by Mr Justice Phear to
TWO YEARS RIGOROUS IMPRISONMENT
And on the 30th of the same month, for
SELLING SPURIOUS ARTICLES
Bearing Labels in imitation of Messrs CROSSE & BLACK

TWO YEARS RIGOROUS IMPRISONMENT

CAUTION.—Anyone **SELLING SPURIOUS GILMEN'S STORES**, under Croose & Blackwell's name, will be liable

ted. Purchases are recommended to examine all goods carefully before taking delivery of them. The general MANUFACTURERS of Messrs. Crosse & Blackwell may be had from EVERY RESPECTABLE DEALER on Vancouver Island.
29 1st law

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